

THE DEPARTMENT OF STATE BULLETIN

AUGUST 12, 1939

Vol. I: No. 7—Publication 1363

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SEP 7 '39

The American Republics

UNITED STATES SURVEY OF NICARAGUAN BARGE CANAL AND HIGHWAY PROJECT

[Released to the press August 8]

The Department of State announced today that a board of eight members, including officers of the Corps of Engineers, United States Army, and officials of the United States Engineer Department, will sail from New York on August 10 on the S. S. *Panama* en route to Nicaragua for the purpose of carrying out necessary studies and surveys of a barge canal and parallel highway project to link the eastern and western regions of Nicaragua. This project was one of the subjects included in the letters exchanged on May 22, 1939,¹ between the President and President Anastasio Somoza of Nicaragua.

The board will be under the command of Lt. Col. Charles P. Gross, United States Army. The other members of the board are as follows:

Lt. Col. Paul R. Hawley, Medical Corps
Capt. Leslie R. Groves, Corps of Engineers
Capt. Thomas H. Stanley, Corps of Engineers
Lt. William B. Bunker, Corps of Engineers
Mr. Edwin E. Abbott, senior engineer, U. S. Engineer Department
Mr. Carter Page, senior engineer (civil), U. S. Engineer Department
Mr. Eugene F. Heyler, clerk, U. S. Engineer Department

This group will be joined in Nicaragua by Capt. Raphael B. Ezekiel, Corps of Engineers, officer in charge, Hydrographic Office, Nicaragua Canal Survey.

¹ See *Press Releases*, Vol. XX, No. 504, May 27, 1939, pp. 439-444.

GENERAL TREATY WITH PANAMA

[Released to the press August 8]

Telegram from the President of Panama (Dr. Juan Demóstenes Arosemena) to the President of the United States:

JULY 28, 1939.

The instruments of ratification of the general treaty between the Republic of Panama and the United States of America, signed in that capital on March 3, 1936, having been exchanged yesterday in the Department of State at Washington, and this pact between our two countries having accordingly begun to exercise its effects, I have the honor to inform Your Excellency of the deep pleasure and satisfaction with which Panamanian citizens, without distinction of parties, received within the last few days the news of the approval of the treaty by the Senate of the United States. This last gesture of the American upper chamber is a most important contribution to harmony between our two peoples and governments and likewise to the cause of universal peace. From today on, we should pledge ourselves to fulfil the provisions of the treaty in the spirit of good friendship and neighborliness which inspired them and in this respect I offer Your Excellency my fullest and most spontaneous cooperation. The Government and people of Panama will always remember with gratitude Your Excellency's work of justice and conciliation in your relations with the Latin American republics and particularly with Panama. I accordingly congratulate Your Excellency on the happy result of our common efforts over so many years, and on this most felicitous occasion I renew the expression of my highest consideration and unalterable friendship.

J. D. AROSEMENA

Reply of President Roosevelt:

AUGUST 7, 1939.

I wish to thank Your Excellency for your generous message on the occasion of the exchange of ratifications of the general treaty between the United States of America and the Republic of Panama.

You may be assured that Your Excellency's kind offer of continued friendly cooperation in the fulfillment of the provisions of the new treaty is sincerely appreciated, and that I share with you the confident expectation that the relations between the peoples and governments of Panama and the United States will be further strengthened by the entry into effect of that agreement.

I extend to Your Excellency cordial good wishes for your personal happiness and for the welfare of the Republic of Panama.

FRANKLIN D. ROOSEVELT

Europe**AVIATION ARRANGEMENTS WITH FRANCE**

The Department has announced to the press the negotiation of two aviation arrangements with France which were effected by exchange of notes between the American Embassy in Paris and the French Foreign Office on July 15, 1939. The texts of these arrangements appear in this *Bulletin* in the section "Treaty Information."

VISIT TO THE UNITED STATES OF THE PRINCE CONSORT AND CROWN PRINCE OF LUXEMBURG

[Released to the press August 7]

The Department of State has been informed that upon the receipt of information that His

Royal Highness Prince Consort Felix of Luxemburg and Crown Prince John expect to visit the United States the latter part of August 1939, the President and Mrs. Roosevelt extended an invitation to Their Highnesses to be their guests at the White House or Hyde Park upon arrival in this country. The invitation of the President and Mrs. Roosevelt has been accepted by Their Highnesses.

International Conferences, Commissions, etc.**NINTH GENERAL CONFERENCE ON WEIGHTS AND MEASURES**

[Released to the press August 8]

This Government participates in the activities of the International Bureau of Weights and Measures. The Director General of the Bureau has announced that the Ninth General Conference on Weights and Measures will be held at Paris, France, from October 4 to 11, 1939. The President has approved the appointment of Daniel J. Reagan, Commercial Attaché, American Embassy, Paris, France, as a delegate on the part of the United States.

The Bureau is under the direction and supervision of the International Committee of Weights and Measures. Most of the technical work of the International Committee is performed by advisory committees, which include representatives of specified national standardizing laboratories, one of which is the National Bureau of Standards. Mr. Eugene C. Crittenden, Assistant Director, National Bureau of Standards, participated in three advisory committee meetings which were held at Sèvres in June and July of this year. The proceedings of the general conferences on weights and measures are ordinarily of a formal and diplomatic nature.

Treaty Information

Compiled by the Treaty Division

HEALTH

Pan American Sanitary Convention (Treaty Series No. 714)

Paraguay

With a note dated August 7, 1939, the Chargé d'Affaires ad interim of Cuba at Washington transmitted to the Secretary of State a communication stating that the Government of Paraguay had deposited on July 21, 1939, its instrument of ratification of the Pan American Sanitary Convention signed at Habana on November 14, 1924.

According to the information of the Department the countries which are parties to the convention are as follows: United States of America, Argentina, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Haiti, Honduras, Mexico, Panama, Paraguay, Peru, Uruguay, and Venezuela.

AVIATION

Additional Protocol to the Convention for the Unification of Certain Rules Relating to Damages Caused by Aircraft to Third Parties on the Surface

Guatemala

By a note dated August 1, 1939, the Italian Ambassador at Washington informed the Secretary of State in conformity with article 4 of the additional protocol to the International Convention for the Unification of Certain Rules Relating to Damages Caused by Aircraft to Third Parties on the Surface signed at Rome May 29, 1933, which was signed at Brussels on September 29, 1938, that the Guatemalan Gov-

ernment deposited on July 6, 1939, its instrument of ratification of the additional protocol.

The text of the protocol is printed in *Treaty Information*, bulletin No. 111, December 1938, page 399.

Arrangement With France Relating to Air Navigation (Executive Agreement Series No. 152)

By an exchange of notes dated July 15, 1939, an arrangement was entered into between the United States and France relating to air navigation. In accordance with the terms of the arrangement, it will become effective on August 15, 1939.

The text of the arrangement is printed below:

ARTICLE 1

Pending the conclusion of a convention between the United States of America and France on the subject of air navigation, the movement of aircraft of one Contracting Party over the territory of the other Contracting Party shall be governed by the following provisions:

ARTICLE 2

The present arrangement shall apply to the metropolitan territory of France and the United States of America, as well as the following territories, possessions or colonies, including their territorial waters, over which the two countries respectively exercise jurisdiction:

- (a) St. Pierre and Miquelon;
Martinique;
Guadeloupe and dependencies; and
French Guiana
- (b) Puerto Rico;
Virgin Islands of the United States;
and
American Samoa

ARTICLE 3

The term "aircraft" employed in the present agreement shall be understood to mean private aircraft, and state aircraft, other than military, customs and police aircraft, duly registered in the territory of either of the Contracting Parties.

The present arrangement does not apply to military, customs or police aircraft of either Contracting Party, which may not, without special authorization, be flown over the territory of the other Contracting Party nor land there.

ARTICLE 4

Each of the Contracting Parties shall grant, in time of peace, to aircraft of the other Contracting Party, duly registered in the territory of such Party, liberty of passage above its territory, provided that the conditions set forth in the present arrangement are observed.

It is, however, agreed that the establishment and operation by an enterprise of one of the Contracting Parties, of a regular air route or air transport service to, over or away from the territory of the other Contracting Party, with or without a stop, shall be subject to the consent of such other Party. Any air transport enterprise of either Party applying for permission to operate such regular air route or air transport service shall be required to submit its application through diplomatic channels.

With the reservation of the stipulations contained in the second paragraph above concerning regular air routes or air transport services for which special consent is necessary, the aircraft of either Contracting Party may proceed to one or more points of the territory of the other Party, either to land part or all of their passengers or of their cargo of foreign origin, or to take aboard part or all of their passengers, or of their cargo for a foreign destination. Each of the Parties to this arrangement may reserve to its own aircraft air commerce wholly within its own territory.

The term "air commerce" as used in the preceding paragraph shall, with respect to the

Parties to this arrangement, be understood to mean:— (a) navigation of aircraft in territory of either Party in the conduct or furtherance of a business; (b) the commercial transport of persons or goods between any two points in the territory of either Party.

ARTICLE 5

The aircraft of each of the Contracting Parties, their crews and passengers, and goods carried thereon, shall, while within the territory of the other Party, be subject to the laws in force in that territory, including all regulations relating to air navigation applicable to foreign aircraft, the transport of passengers and goods, and public safety and order, as well as any regulations concerning immigration, quarantine, customs and clearance.

The Contracting Parties agree to adopt all practicable measures, through the issuance of special regulations or otherwise, to facilitate and expedite communication by aircraft between their respective territories, and to prevent unnecessary delays to aircraft, their crews and passengers, cargo, and the personnel of the aircraft companies traveling on business of the companies, especially in the administration of the laws relating to immigration, customs and clearance.

Subject to the provisions of the first paragraph of this article and to the laws and regulations therein specified, the carriage of passengers, and the import or export of all merchandise which may be legally imported or exported, will be permitted in aircraft of the one Party into or from the territory of the other Party; and, subject to the provisions of the first paragraph of this article and to the laws and regulations therein specified, such aircraft, their crews, passengers and cargoes, shall enjoy in the territory of the other Party the same privileges as are enjoyed by aircraft, their crews, passengers, and cargoes of the mentioned territory or foreign aircraft engaged in international commerce, their crews, passengers and cargoes; and they shall not, merely by reason of the nationality of the aircraft, be subjected to duties or

charges other or higher than those which are or may be imposed on aircraft of the territory referred to or on aircraft of another foreign country engaged in international commerce, or on their crews, passengers or cargoes, it being understood that in this respect the claimant has the choice of national or most-favored-nation treatment.

Upon arrival in the territory of either of the Contracting Parties, the fuel and lubricants contained in the tanks of the aircraft shall be admitted free of customs and other duties. However, no quantity can be unloaded free of duty except temporarily and under customs control.

Upon departure of aircraft of either Contracting Party from territory of the other Contracting Party for a point outside of such territory, fuel and lubricants intended for the refueling and lubrication of such aircraft will, on a basis of reciprocity and to the extent permitted by the laws and regulations of the Contracting Party in force in the territory of departure, be furnished either free of customs and other duties or, alternatively, the duties levied on such fuel and lubricants will be refunded.

The expression "customs and other duties" includes import, export, excise, and internal duties and taxes of all kinds levied upon the fuel and lubricants.

Aircraft of either Party, and also their equipment and spare parts on board, are in principle liable, on landing in a territory of the other Party, to customs and other duties of all kinds normally chargeable on importation.

If they are to be re-exported, they are entitled to temporary admission free of duty under the conditions contemplated by the Customs regulations of each of the contracting Parties, who will endeavor to reduce their formalities to the strict minimum, especially as regards aircraft belonging to regular lines.

Similar treatment shall be accorded to spare parts and material imported separately for the repair of such aircraft; parts replaced must, if the customs so require, be re-exported under customs supervision.

ARTICLE 6

Each one of the two Contracting Parties shall have the right, for reasons of a military nature or in the interest of public safety, to prohibit flights over certain areas of its territory by all aircraft private or commercial of the other Contracting Party, under the penalties provided by its legislation, it being understood that in any case at issue no distinction in this matter will be made between its aircraft engaged in international commerce and the aircraft of the other Party likewise engaged. The areas above which air navigation is thus prohibited by either Party must be notified to the other Party.

Each of the Contracting Parties reserves to itself in addition, the right, in time of peace, under exceptional circumstances, to limit or prohibit temporarily and with immediate effect, air navigation above its territory or any part thereof on condition that this restriction or prohibition shall be made applicable without any distinction of nationality between them, to the aircraft of the other Party and to the aircraft of any other foreign country.

ARTICLE 7

Any aircraft which finds itself over a prohibited area shall, as soon as it is aware of the fact, give the signal of distress prescribed by the air regulations in force in the country flown over; it shall furthermore land as soon as possible at an aerodrome situated in the territory of said country and as near as possible to such prohibited area.

This same obligation applies to aircraft flying over a prohibited area and to which the special signal intended to draw their attention shall have been given.

ARTICLE 8

All aircraft shall carry clearly visible distinctive marks by which their identity may be recognized during flight (nationality and registration marks).

All aircraft must be provided with certificates of registration and airworthiness and with all other documents prescribed for air

navigation in the country in which they are registered.

ARTICLE 9

All members of the crew who perform in an aircraft of either of the Contracting Parties, duties for which certificates or licenses are required in the country in which such aircraft is registered, must be provided with said certificates and licenses delivered by the authorities of such country.

The other members of the crew must carry documents mentioning their duties on board, their profession, identity and nationality.

The crew and passengers, unless otherwise specified, must carry the documents required by the regulations in force governing international traffic.

ARTICLE 10

The certificates of airworthiness, certificates of competency and licenses, issued or rendered valid by the country whose nationality is possessed by the aircraft, shall be considered by the other country as being in accordance with the regulations governing air traffic to the same extent as the corresponding documents delivered or rendered valid by the latter.

However, each of the Contracting Parties reserves the right to refuse to recognize, for the purpose of flight within the boundaries of and above its own territory, certificates of competency and licenses issued to its own nationals by the other Contracting Party.

ARTICLE 11

Aircraft, their crews and passengers, may not carry arms, ammunition, noxious gases, explosives, carrier pigeons, or photographic apparatus, except by permission of the country within whose air space the aircraft is navigating.

However, the transportation of accessories necessary to the operation and navigation of the aircraft (rockets, flares, etc.) is not prohibited.

If the carriage of photographic apparatus is permitted it must, unless otherwise especially authorized, be so placed that utilization thereof during flight will be impossible.

Each of the Contracting Parties has the right, for reasons of public order and safety, to limit or prohibit on its territory the transportation of articles other than those enumerated in the first paragraph of the present article, provided that no difference is made in that respect between its national aircraft employed in international traffic and the aircraft of the other Contracting Party so employed.

ARTICLE 12

Upon the departure or landing of aircraft, each Contracting Party may, within its own territory, and through its competent authorities, search the aircraft of the other Party and examine the certificates and other documents prescribed.

ARTICLE 13

Aerodromes open to public air traffic in the territory of one of the Parties to this arrangement shall, in so far as they are under its control, be open to all aircraft of the other Party, which may equally utilize the meteorological information services, the wireless services, the lighting services and day and night signalling services, in so far as those several classes of services are under the control of the Party in whose territory they respectively are situated. Any charges, landing, accommodation charges, et cetera, in so far as such charges are under the control of the pertinent Contracting Party, shall be the same for the aircraft of each of the two Contracting Parties.

ARTICLE 14

Upon entry or departure, aircraft going to or proceeding from the territory of either of the Contracting Parties shall land at or depart from an aerodrome open to public air traffic and classed as a customs aerodrome (with passport control service), at which facilities exist for clearance of aircraft and enforcement of immigration regulations. No intermediary landing shall be effected between the frontier and that aerodrome. In special cases, the competent authorities may allow aircraft to depart from or land at other aerodromes, at which customs,

immigration, clearance and passport control formalities shall be accomplished. The cost entailed by this special service shall, to such extent as may be required under the local regulations, then be paid by the owner or person in charge of the aircraft. The prohibition of any intermediary landing applies also in these special cases.

In the event of a forced landing outside the aerodrome referred to in the first paragraph of this article, the captain of the aircraft, the crew and passengers, must conform with the national regulations applying to such cases.

The Parties to this arrangement shall exchange lists of the aerodromes in their territories from time to time designated by them as ports of entry and departure.

ARTICLE 15

Each of the Contracting Parties reserves the right to determine that the frontiers may be crossed only between certain points. In such case notification of the decision will be given to the other Party.

ARTICLE 16

It is forbidden to drop, from aircraft in flight, any ballast other than fine sand or water.

ARTICLE 17

In the course of flight, only those articles or substances, other than ballast, may be dropped or otherwise discharged, for which a special authorization shall have been given by the authorities of the country flown over.

ARTICLE 18

Aircraft of either of the Parties operating in the territory of the other Party may be equipped with wireless apparatus only if the necessary license to install and work such apparatus, issued by the competent authorities of the Contracting Party in which the aircraft is registered, shall have been obtained. The use of such apparatus shall be in accordance with the regu-

lations on the subject issued by the competent authorities of the Contracting Party flown over.

Such apparatus shall be used only by such members of the crew as are provided with a special license for the purpose issued by the competent authorities of the Contracting Party in which the aircraft is registered.

ARTICLE 19

In all questions of nationality that may arise in carrying out the present arrangement, it is agreed that aircraft possess the nationality of the country in whose territory they are duly registered.

The registration of aircraft referred to in the preceding paragraph shall be performed in compliance with the laws and special provisions of each Contracting Party.

ARTICLE 20

The Contracting Parties shall communicate to each other from time to time the regulations relative to air navigation in force in their respective territories.

ARTICLE 21

Either Party may, at any time after the present arrangement comes into force, apply the provisions of the arrangement to any of the territories under its jurisdiction, including territorial waters, that are not mentioned in Article 2. Such application shall be by notification in writing, given to the other Party, and shall become effective sixty days from the day when the notification shall have been given.

The Party extending this arrangement to the additional territory under its jurisdiction cited in the preceding paragraph, may subsequently terminate such application, the decision coming into effect only upon sixty days' notice.

ARTICLE 22

The present arrangement shall be subject to termination by either Party upon sixty days' notice given to the other Party.

**Agreement with France for the Operation of
Air Transport Services (Executive Agree-
ment Series No. 153)**

By an exchange of notes dated July 15, 1939, an agreement was entered into between the United States and France for the operation of air transport services. In accordance with the terms of the agreement, it will become effective on August 15, 1939.

The text of the agreement is printed below:

ARTICLE 1

The Government of the United States of America agrees that aircraft of French registration belonging to French air carrier enterprises, holding proper authorization from the French Government, shall be permitted to operate into United States territory in the conduct of transatlantic air transport services carrying passengers, goods and mail, subject to the conditions hereinafter specified.

The Government of France agrees that aircraft of United States registration, belonging to United States air carrier enterprises, holding proper authorization from the Government of the United States, shall be permitted to operate into French territory in the conduct of transatlantic air transport services carrying passengers, goods and mail, subject to the conditions hereinafter specified.

The Government of the United States will accord to French air carrier enterprises a number of frequencies equal to that requested of the Government of France by the Government of the United States and accorded by the Government of France to the Government of the United States for use by the latter's air carrier enterprises engaged in transatlantic services with final points of destination in France; provided, that the number of such frequencies shall not be less than two round trips per week. The Government of France will also accord to the Government of the United States additional frequencies for use by its authorized air carrier enterprises engaged in transatlantic air services, with the right to fly

into, through and away from France en route to and from a final point of destination in other countries, and on such additional frequencies to embark and disembark passengers, goods and mail in France.

The air carrier enterprises of each Party will be required to qualify before the competent aeronautical authorities of the other Party under its applicable laws before being permitted to engage in the operations contemplated in this agreement.

The terms of the permits, the airports to be used for the respective services, the routes or airways to be flown within the respective territories of the Parties between the designated airports, the frequency of schedules and other appropriate details of the conduct of the air transport services contemplated by this agreement shall be determined by the competent authorities of the Parties. Any permit issued by the competent aeronautical authorities for the air transport services contemplated hereunder shall be valid only so long as the holder thereof shall be authorized by its own government to engage in the service envisaged by such permit. The holding of such permit shall be subject to compliance by the holder with all applicable laws of the issuing government and with all valid rules, regulations and orders issued thereunder. Such permit may not be revoked for any other cause except on two years' notice, given by the issuing government to the other government.

Technical and commercial agreements may be entered into between the air transport enterprises authorized by the Governments of France and the United States to operate the services contemplated herein. Such agreements shall be subject to the approval of the competent authorities of the two Governments.

ARTICLE 2

The Parties hereto agree not to impose any restrictions or limitations as to airports, routes, or connections with other transportation services, and facilities in general to be utilized within their respective territories which might

be competitively or otherwise disadvantageous to the air carrier enterprises of the other Party.

ARTICLE 3

The aircraft operated by the United States air carrier enterprises shall conform at all times with the airworthiness requirements prescribed by the competent aeronautical authorities of the United States for aircraft employed in air transportation of the character contemplated by this agreement.

The aircraft operated by French air carrier enterprises shall conform at all times with the airworthiness requirements prescribed by the competent aeronautical authorities of France for aircraft employed in air transportation of the character contemplated by this agreement.

The competent aeronautical authorities of the Parties hereto may communicate with a view to bringing about uniformity of safety standards for the operations contemplated by this agreement and compliance therewith, and whenever the need therefor appears, the Parties may enter into an agreement prescribing such uniform safety standards.

ARTICLE 4

The matter of the transportation of mail shall be subject to agreement between the competent authorities of both Parties.

ARTICLE 5

The present agreement has been negotiated pursuant to the provisions of Article 4 of the air navigation arrangement between the United States and France, signed at Paris on July 15, 1939, and the operations contemplated hereunder shall be conducted subject to the applicable terms thereof.

ARTICLE 6

This agreement shall be subject to termination on two years' notice given by either Government to the other Government.

FISHERIES

Protocol Amending the Agreement for the Regulation of Whaling of June 8, 1937 (Treaty Series No. 944)

Denmark

By a note dated August 8, 1939, the British Ambassador at Washington informed the Secretary of State that the instrument of adherence of the Danish Government to the protocol amending the Agreement for the Regulation of Whaling of June 8, 1937, which was signed on June 24, 1938, was notified to the Foreign Office and took effect in accordance with article 22 of the agreement on July 10, 1939.

According to the information of the Department the countries parties to the protocol are the United States of America, Denmark, Germany, Great Britain, and Norway.

NAVIGATION

International Convention for the Unification of Certain Rules Relating to Bills of Lading for the Carriage of Goods by Sea (Treaty Series No. 931)

Finland

By a note dated July 26, 1939, the Belgian Ambassador informed the Secretary of State that the adherence of Finland to the International Convention for the Unification of Certain Rules Relating to Bills of Lading for the Carriage of Goods by Sea signed at Brussels on August 25, 1924, was notified to the Belgian Government on July 1, 1939.

The note states that the adherence will become effective on January 1, 1940. The adherence is made subject to the following reservations as translated from the notice given to the Belgian Government:

"The adherence of Finland to the above Convention, as well as to the Protocol of Signature annexed thereto, is given subject to the reserva-

tion that the other Contracting States raise no objection to the application of the provisions of the Convention being limited in the following manner in so far as Finland is concerned:

"1. The Finnish maritime law will continue to permit, in the national coasting trade, bills of lading and similar documents to be issued in accordance with the provisions of that law, without having the provisions of the Convention applied to them or applied to the relations of the carrier and of the holder of the document which are determined by those documents.

"2. There shall be considered as equivalent to the national coasting trade, for the purposes mentioned in paragraph (1)—in case a provision should be promulgated in this sense by virtue of Article 122, last paragraph, of the Finnish maritime law—carriage by sea between Finland and the other northern States the navigation laws of which contain analogous provisions.

"3. The provisions of the International Conventions concerning the transportation of travellers and baggage and concerning the carriage of goods by railways, signed at Rome on November 23, 1933, shall not be affected by this Convention.

"These reservations, which are the same as those made by Denmark, Norway and Sweden at the time of their adherence to the said Convention, and most particularly that mentioned under No. (2), result from the fact that, col-

laborating on this matter, Finland and the other three so-called northern States have made their maritime laws relating to carriage by sea and bills of lading similar, both as concerns the form and content thereof."

According to the information of the Department the countries which have ratified and adhered to the convention are: United States of America, Belgium, Denmark, Finland, France, Great Britain, Hungary, Monaco, Norway, Poland, Portugal, Rumania, Spain, and Sweden; Great Britain has adhered to the convention on behalf of the following dependencies: Bahamas, Barbados, Bermuda, British Guiana, British Honduras, Ceylon, Cyprus, Falkland Islands and Dependencies, Fiji, Gambia, Gibraltar, Gold Coast, Hong Kong, Jamaica (including Turks and Caicos Islands and the Cayman Islands), Kenya (Colony and Protectorate), Leeward Islands (Antigua, Dominica, Montserrat, St. Christopher and Nevis, Virgin Islands), Federated Malay States (Negri Sembilan, Pahang, Perak, Selangor), Unfederated Malay State of Johore, Mauritius, Nigeria (Colony, Cameroons under British mandate), North Borneo, Palestine, Seychelles, Sierra Leone, Somaliland Protectorate, Straits Settlements, Tanganyika Territory, Trinidad and Tobago, Islands of Western Pacific (British Solomon Islands Protectorate, Gilbert and Ellice Islands Colony, Tonga), Windward Islands (Grenada, St. Lucia, St. Vincent), Zanzibar Protectorate, St. Helena and Ascension, and Sarawak.

Traffic in Arms, Tin-Plate Scrap, etc.

MONTHLY STATISTICS

[Released to the press August 11]

NOTE: The figures appearing in the cumulative columns of the tables relating to arms or tin-plate scrap licensed for export are not final or definitive since licenses may be amended or revoked before being used. These figures are, however, accurate as of the date of the press release in which they appear.

The statistics of actual exports in these releases are believed to be substantially complete. It is possible, however, that some shipments are not included. If this proves to be the fact, statistics in regard to such shipments will be included in the cumulative figures in later releases.

ARMS EXPORT LICENSES ISSUED

The table printed below indicates the character, value, and countries of destination of the arms, ammunition, and implements of war licensed for export by the Secretary of State during the year 1939 up to and including the month of July:

Country of destination	Category	Value	
		July 1939	7 months ending July 31, 1939
Afghanistan.....	I (4)		\$25,000.00
Albania.....	IV (1)		360.79
Angola.....	I (4)		59.00
	V (1)		4,500.00
	(2)		883.00
Total.....			5,442.00
Argentina.....	I (4)	\$105.00	568.00
	(5)		370.00
	III (1)	235,000.00	275,000.00
	IV (1)	51.00	1,096.50
	(2)	2,317.00	7,026.00
	V (1)	1,700.00	156,750.00
	(2)	1,100.00	16,419.10
	(3)		8,752.00
	VI (1)		6,310.00
	VII (2)		39,196.22
Total.....		240,273.00	511,487.82
Australia.....	I (1)	706.45	3,322.04
	(4)	564.20	4,342.64
	III (1)	380,320.00	4,651,190.00
	IV (1)	380.73	840.74
	(2)		494.67
	V (1)	9,680.00	19,796.00
	(2)	1,434.65	2,304.20
	(3)		239,052.00
Total.....		393,086.03	4,921,342.29

Country of destination	Category	Value	
		July 1939	7 months ending July 31, 1939
Bahamas.....	V (2)		\$40.00
Barbados.....	I (4)		2.00
	IV (1)		111.38
	(2)		87.00
	V (1)		1,610.00
	(2)		30.00
Total.....			1,840.38
Belgian Congo.....	V (1)		1,249.00
	(2)		30.00
Total.....			1,279.00
Belgium.....	I (1)		655.21
	(2)		7,561.00
	(4)	\$21.00	867.00
	IV (1)		79.48
	(2)	10.88	20.28
	V (2)		5,250.00
	(3)		86,400.00
Total.....		31.88	100,832.97
Bermuda.....	IV (1)		54.25
	(2)		17.45
	V (3)		9,600.00
Total.....			9,671.70
Bolivia.....	I (1)		574.00
	(4)		434.00
	IV (1)		487.39
	(2)		550.80
	V (1)		9,100.00
	(2)		3,772.20
	(3)		50,000.00
	VII (1)		988.66
Total.....			65,907.05
Brazil.....	I (1)	157.00	202.00
	(2)		86,000.00
	(4)		396.00
	III (1)		274,000.00
	IV (1)	431.38	1,952.18
	(2)	7,804.00	14,963.00
	V (1)	1,500.00	364,297.00
	(2)	18,000.00	58,355.90
	(3)	4,000.00	120,748.00
	VII (2)		54.85
Total.....		31,892.38	920,968.93
British Guiana.....	I (4)		20.00
	IV (1)		108.38
	V (3)		2,500.00
	VII (2)	2,520.00	4,200.00
Total.....		2,520.00	6,828.38
British Honduras.....	IV (1)		129.20
	(2)	27.83	102.83
	VII (2)	129.20	193.80
Total.....		157.03	425.83
British North Borneo.....	I (1)		26.43
	(2)		28.00
	V (2)		50.00
	(3)		700.00
Total.....			804.43

Country of destination	Category	Value	
		July 1939	7 months ending July 31, 1939
British Solomon Islands.....	I (2) (4)	\$175.00 10.00	\$175.00 10.00
Total.....		185.00	185.00
Bulgaria.....	IV (1) (2)	23.00 2.30	23.00 2.30
Total.....		25.30	25.30
Burma.....	I (1) (4) IV (1) (2)	162.40 93.00 193.60	522.10 228.00 1,520.35 128.46
Total.....		449.00	2,398.91
Canada.....	I (1) (2) (4) III (1) IV (1) (2) V (1) (2) (3) VII (1) (2)	4,573.06 4,631.12 1,089.49 262.62 4,593.88 6,557.90 52,813.00 2,267.04 3,405.00	18,516.05 14,639.26 549,900.00 5,306.99 855.70 837,187.05 41,310.52 132,518.92 55,555.46 304,761.87
Total.....		80,193.11	1,960,979.82
Ceylon.....	IV (1)	14.88	85.88
Chile.....	I (1) (4) IV (1) (2) V (1) VII (2)	60.00 184.45	60.00 27.00 13,233.40 617.00 15,500.00 11,855.00
Total.....		244.45	41,292.40
China.....	I (2) (3) (4) III (1) IV (1) (2) V (1) (2) (3) VII (2)	135,407.95 1,490.00 8,735.00 26,042.00 1,796.00 132.25 193,646.00 216,096.40 87,115.00 49.88	1,490.00 8,735.00 26,042.00 1,796.00 132.25 193,646.00 216,096.40 87,115.00 49.88
Total.....		11,515.00	670,510.48
Colombia.....	I (1) (4) IV (1) (2) V (1) (2) (3) VII (1) (2)	179.70 147.33 4,273.65 2,026.10 2,800.00 2,141.00 11,670.00	179.70 147.33 4,273.65 2,026.10 807,360.00 24,821.00 115,560.00 764.39 840.00
Total.....		16,611.00	655,972.17
Costa Rica.....	I (4) IV (1) (2) V (1) (2) (3) VII (1) (2)	13.00 2,510.65 484.00 15,500.00 685.00 5,553.78 1,040.00	13.00 2,510.65 484.00 15,500.00 6,028.54 21,990.60 867.60 1,634.93
Total.....		7,278.78	49,029.32
Cuba.....	I (1) (4) III (1) IV (1) (2) V (2)	57.00 57,800.00 57,800.00 6,583.19 7,738.00	57.00 50,847.60 57,800.00 6,583.19 7,738.00 96.30

Country of destination	Category	Value	
		July 1939	7 months ending July 31, 1939
Cuba—Continued.....	VII (1) (2)	\$1,072.00	\$3,446.34 11.00
Total.....		58,872.00	126,279.43
Curaçao.....	I (4) IV (1) (2) (3) V (2)	12.00	25.10 39.00 14.49 60.00 8,850.00
Total.....		12.00	8,988.59
Czechoslovakia.....	I (5) V (3)		430.00 12,800.00
Total.....			13,230.00
Denmark.....	I (3) (4) V (1) (2) (3)		2,750.00 340.00 11,130.52 876.00 5,275.00
Total.....			20,371.52
Dominican Republic.....	I (1) (2) (4) IV (1) (2) V (1) (2) VII (1)		35.00 100.75 45.00 3,594.00 250.00 19,000.00 250.00 11,100.00 1,714.40
Total.....		19,048.00	36,102.15
Ecuador.....	I (4) (5) IV (1) (2)		60.00 128.00 67.00 2.00 149.00
Total.....		69.00	404.00
Egypt.....	I (1) (5) IV (1) (2)		30.00 518.00 157.96 5.30 711.26
Total.....		94.53	711.26
El Salvador.....	I (4) IV (1) (2) V (2) (3) VII (2)	20.00	218.00 4,205.58 161.00 1,504.00 850.00 2,700.00
Total.....		220.00	9,698.58
Federated Malay States.....	I (4) IV (1) (2)		14.00 59.08 15.10 5.10 88.18
Total.....		5.10	88.18
Finland.....	I (1) (4) IV (1) (2) V (1) (2) (3)	1,119.00	9,458.45 6,338.41 60.00 95.67 14,550.00 141,750.00 311,000.00
Total.....		19,619.00	483,252.53
France.....	I (1) (2) (4) III (1) (2) IV (1) (2) (3)	34.45 42.50 31,523,300.00 3.00 12,275.00 1,112,717.53 2,771,000.00	117.49 210,000.00 452.89 52,155,560.00 1,620.00 2,503,868.67 16,324,301.00

Country of destination	Category	Value	
		July 1939	7 months ending July 31, 1939
France—Continued.	VI (1)		\$4,400.00
Total		\$35,419,372.48	71,667,460.00
French Equatorial Africa	I (1)		34.00
	(4)		30.00
Total			64.00
French Indochina	I (1)		67.50
	(4)	13.00	76.01
	IV (1)	2,040.00	4,131.00
	(2)	386.80	1,149.83
Total		2,439.80	5,424.34
French West Africa	V (2)		90.00
Germany	I (1)		69.05
	(4)	92.08	653.46
	IV (1)	18.00	1,013.49
	(2)	17.86	290.42
	V (2)		12,800.00
Total		127.94	14,826.42
Great Britain	I (1)	313.00	428.85
	(3)		31,100.00
	(4)	817.26	29,459.62
	(5)		430.00
	III (1)		11,315,600.00
	(2)		1,970.00
	IV (1)	45.00	881.40
	(2)	22.03	411.63
	V (1)	29,800.00	445,534.25
	(2)	43,960.00	1,001,009.42
	(3)	444.50	1,405,462.50
	VII (2)		155,279.25
Total		75,401.79	14,387,506.92
Greece	I (5)		126,980.00
	V (2)		3,500.00
	(3)		2,200.00
Total			132,680.00
Guatemala	I (4)		1,850.00
	IV (1)		28.00
	(2)		28.00
	V (2)		60.00
	(3)		7,565.00
	VII (1)		93.00
	(2)		4,287.50
Total			13,911.50
Haiti	I (4)	34,790.00	36,652.50
	IV (1)		2,383.75
	(2)	676.00	717.11
	VII (1)		30.76
	(2)		332.50
Total		35,466.00	40,116.62
Honduras	I (4)	182.00	576.38
	IV (1)	335.00	441.00
	(2)	1,030.00	2,535.60
	V (2)		51.00
	VII (2)		650.00
Total		1,547.00	4,253.98
Hong Kong	I (1)		880.00
	(4)	10.00	674.56
	IV (1)	160.70	25,211.32
	(2)		3,215.92
	V (2)		40.00
	VII (2)		1,011.50
Total		170.70	31,033.30
Iceland	I (1)	43.40	43.40
	(4)	5.00	5.00
	V (3)		3,670.00
Total		48.40	3,718.40

Country of destination	Category	Value	
		July 1939	7 months ending July 31, 1939
India	I (1)	\$408.80	\$1,966.75
	(4)	1,151.08	6,260.68
	IV (1)	156.00	2,330.18
	(2)		50.30
	V (1)		15,500.00
	(2)	400.00	1,905.00
	(3)		2,500.00
	VI (2)		334.00
Total		2,115.88	30,846.91
Iraq	IV (1)	201.97	933.90
	(2)	42.05	162.25
	V (1)		40,000.00
	(2)		100.00
Total		244.02	41,196.15
Ireland	I (3)		26,500.00
	V (1)		210,000.00
	(2)		4,379.00
	(3)		29,266.00
Total			270,145.00
Italy	V (2)		9,500.00
	(3)		13,900.00
Total			23,400.00
Jamaica	I (4)		62.44
	IV (1)	561.28	2,451.04
	(2)	15.50	450.67
Total		576.78	2,964.15
Japan	V (1)	757,000.00	757,000.00
	(2)	100.00	100.00
Total		757,100.00	757,100.00
Kenya	I (1)	69.00	861.20
	(4)	5.00	395.35
	IV (1)		173.20
	(2)		124.36
	V (1)		2,300.00
Total		74.00	3,854.11
Leeward Islands	VII (2)		494.00
Liberia	I (4)	7.80	11.01
Macao	I (1)		567.75
	(2)		800.00
	(4)		97.00
	IV (1)		1,312.00
	(2)		2,592.00
Total			5,368.75
Mauritius	I (1)		96.43
	(4)		86.66
Total			183.09
Mexico	I (1)		759.44
	(4)		11,518.00
	III (1)		995,600.00
	IV (1)		36,090.51
	(2)		16,492.00
	V (1)	35,000.00	402,763.00
	(2)	354.00	318,088.05
	(3)	600.00	874,480.00
	VII (1)	2,207.50	8,900.25
	(2)		22,981.21
Total		38,161.50	2,687,672.46
Mozambique	I (1)		30.40
	(4)		111.67
	V (2)		1,000.00
	(3)		45,800.00
Total			47,942.07

Country of destination	Category	Value	
		July 1939	7 months ending July 31, 1939
Netherlands.....	III (1)		\$1,071,540.00
	(2)	\$20,341.80	20,341.80
	IV (1)		45.00
	V (1)	1,957,353.00	2,713,884.00
	(2)	202,181.25	370,194.92
	(3)	42,000.00	876,600.00
	VII (2)	2,852.59	40,051.48
Total.....		2,224,728.64	5,092,657.20
Netherlands Indies.....	I (1)	150.00	215.25
	(2)		45,645.00
	(4)	91.11	356.48
	(5)	4,000.00	4,000.00
	III (1)		805,362.00
	(2)		21,026.80
	IV (1)		39,512.30
	(2)	20.82	193.82
	V (1)		13,000.00
	(2)	2,700.00	120,956.30
	(3)	283,210.00	318,210.00
	VII (1)		10.00
Total.....		290,171.93	1,368,487.95
New Caledonia.....	I (1)	251.80	547.15
	(4)	151.03	499.65
	V (3)		14,000.00
Total.....		402.83	15,046.80
Newfoundland.....	I (1)	72.00	546.04
	(4)	409.00	530.47
	(2)	24.00	150.03
	IV (2)		3,000.00
	V (3)	14,500.00	14,500.00
Total.....		15,005.00	18,726.54
New Guinea, Territory of.....	I (1)		17.00
	(4)		20.56
	(2)		35.00
	IV (2)	2,500.00	28,100.00
	V (3)		101,500.00
Total.....		2,500.00	129,672.56
New Hebrides.....	I (4)	116.10	116.10
New Zealand.....	I (1)		353.66
	(4)		247.08
	(2)		82.68
	IV (2)		14,540.00
	V (3)		19,300.00
	(2)		6,000.00
	VII (1)		4,244.07
Total.....			44,767.49
Nicaragua.....	I (2)		1,600.00
	(4)		1,245.00
	III (1)		20,906.00
	IV (1)		427.00
	(2)		2,059.70
	V (2)		82.50
	VII (2)		882.00
Total.....			27,272.20
Nigeria.....	I (4)	8.00	8.00
Northern Ireland.....	IV (1)		48.00
	(2)		3.57
	VII (1)		5.76
Total.....			57.33
Norway.....	I (1)		375.40
	(4)	60.13	221.87
	IV (1)		30.00
	(2)		2.03
	V (2)		2,640.87
	(3)		3,850.00
	VII (2)		2,525.00
Total.....		60.13	9,645.17

Country of destination	Category	Value	
		July 1939	7 months ending July 31, 1939
Palestine.....	V (1)		\$3,052.00
	(2)		60.00
	(3)		450.00
Total.....			3,562.00
Panama.....	IV (1)		56.38
	(2)	\$458.00	465.00
	V (1)		4,100.00
	(2)		800.00
	VII (1)	1,029.39	1,029.39
	(2)		1,809.26
	(3)		800.00
Total.....		1,487.39	9,059.97
Paraguay.....	IV (1)	8.00	8.00
Peru.....	I (1)		45.00
	(2)		26,500.00
	(4)		955.36
	II (1)	16,000.00	16,000.00
	III (1)		250,260.00
	(2)		10,038.00
	IV (1)		150.00
	(2)		351.00
	V (1)		9,600.00
	(2)	3,460.00	35,654.39
	(3)	14,325.00	29,927.82
	VII (1)	150.00	150.00
	(2)	1,665.00	28,130.00
Total.....		35,600.00	413,761.27
Pitcairn Island.....	I (4)		7.47
Poland.....	I (1)		118.70
	(4)		44.48
	IV (1)	245.65	1,056.55
	(2)		111.39
	V (1)		420,000.00
Total.....		245.65	421,331.12
Portugal.....	I (4)		10.00
	IV (1)		317.00
	(2)	68.42	68.42
	V (1)		8,097.00
	(2)	3,000.00	9,175.00
	(3)		475.00
Total.....		3,068.42	18,142.42
Rumania.....	I (5)		1,265,000.00
	V (2)		3,950.00
	(3)		26,100.00
Total.....			1,295,050.00
Southern Rhodesia.....	I (1)		500.37
	(4)	10.00	258.70
	IV (1)	131.75	171.75
	V (1)		1,900.00
Total.....		141.75	2,830.82
Straits Settlements.....	I (1)		39.00
	(4)	65.74	116.37
	IV (1)		210.80
	(2)	7.00	34.76
Total.....		72.74	400.93
Sweden.....	I (1)		537.37
	(4)	1,870.00	5,520.00
	(2)	39,130.00	142,905.84
	(3)		5,385.00
Total.....		41,000.00	154,348.21
Switzerland.....	I (1)		62.90
	IV (1)	270.50	616.75
	(1)	6,152.00	122,962.00
	(2)		22,570.84
	(3)		20,200.00
Total.....		6,422.50	166,402.49

Country of destination	Category	Value	
		July 1939	7 months ending July 31, 1939
Syria.....	IV (2)		\$19. 00
Thailand (Siam).....	I (1)		23. 58
	(4)	\$12. 18	12. 18
	IV (1)	3, 581. 64	17, 931. 94
	(2)	10. 83	41. 83
	V (2)	1, 507. 61	32, 347. 61
	(3)	2, 850. 00	271, 960. 00
Total.....		7, 962. 26	322, 317. 14
Trinidad.....	I (4)		1. 08
	IV (1)		82. 50
	(2)	37. 00	37. 00
	V (2)		1, 055. 50
	(3)		8, 500. 00
Total.....		37. 00	9, 676. 08
Turkey.....	I (5)		11, 700. 00
	IV (1)		170. 34
	(2)		5. 25
	V (2)		434, 777. 17
	VI (1)		8, 100. 00
Total.....			454, 752. 76
Turks and Caicos Islands.....	IV (1)		18. 70
	(2)		. 80
Total.....			19. 50
Union of South Africa.....	I (1)	34. 45	955. 07
	(4)	197. 22	1, 661. 72
	IV (1)	348. 20	2, 896. 78
	(2)	67. 00	354. 24
	V (1)	7, 500. 00	59, 663. 00
	(2)	640. 00	10, 635. 07
	(3)	3, 600. 00	3, 765. 00
Total.....		12, 386. 87	79, 930. 88
Union of Soviet Socialist Republics.....	V (1)		702, 900. 00
	(2)	30. 00	61, 924. 23
	(3)		146, 408. 00
Total.....		30. 00	911, 232. 23
Venezuela.....	I (1)		40. 00
	(2)		165. 00
	(4)		98. 00
	IV (1)	809. 00	20, 184. 67
	(2)	93. 25	1, 276. 05
	V (1)	19, 100. 00	21, 870. 00
	(2)	5, 360. 70	13, 157. 26
	(3)	36, 950. 00	123, 586. 50
	VII (1)	1, 698. 55	5, 217. 32
	(2)		6, 300. 00
Total.....		64, 012. 40	191, 894. 80
Yugoslavia.....	V (2)		38, 679. 00
	(3)		2, 000. 00
Total.....			40, 679. 00
Grand total.....		39, 920, 738. 17	112, 026, 044. 70

During the month of July, 396 arms export licenses were issued, making a total of 2,803 such licenses issued during the current year.

In a press conference on June 11, 1938, the Secretary of State declared that he had made

repeated public statements condemning the bombing of civilian populations. He said that he was continuing to maintain that position and to declare to everybody that this Government does condemn the bombing of civilian populations or its material encouragement. On July 1, 1938, the Department addressed to all manufacturers and exporters of aircraft and aircraft parts registered under the Neutrality Act a circular letter pointing out that, in accordance with the policy enunciated by the Secretary on June 11, "the Department would with great regret issue any licenses authorizing exportation, direct or indirect, of any aircraft, aircraft armament, aircraft engines, aircraft parts, aircraft accessories, aerial bombs or torpedoes to countries the armed forces of which are making use of airplanes for attack upon civilian populations." Since the issuance of a license in December 1938, reported in the Department's press release of January 12, 1939, American manufacturers of aircraft and aircraft parts, with one exception, have conformed to this policy. This exception is the Kellett Autogiro Corporation, Philadelphia, Pa. The above tabulation in regard to arms export licenses issued during the month of July includes a license for the exportation of one autogiro and two spare wheel assemblies, valued at \$32,100, sold by this corporation for export.

This tabulation also includes a license for the exportation of one Douglas Model DC-4 airplane, valued at \$725,000, sold by the Douglas Aircraft Company, Inc., under a contract entered into on March 1, 1938. It will be noted that this contract antedated the statement of the Secretary referred to above.

ARMS EXPORTED

The table printed below indicates the character, value and countries of destination of the arms, ammunition, and implements of war exported during the year 1939 up to and including the month of July under export licenses issued by the Secretary of State:

Country of destination	Category	Value	
		July 1939	7 months ending July 31, 1939
Albania.....	IV (1)		\$360.79
Angola.....	I (4)		59.00
	V (1)	\$1,500.00	4,456.00
	(2)		545.00
Total.....		1,500.00	5,060.00
Argentina.....	I (4)	105.00	638.00
	(5)		340.00
	III (1)	37,768.00	569,948.00
	IV (1)		1,045.50
	(2)	2,317.00	7,026.00
	V (1)		153,917.00
	(2)	3,412.00	49,693.20
	(3)		8,752.00
	VI (1)		6,310.00
	VII (2)	1,604.00	22,246.00
Total.....		45,206.00	819,915.70
Australia.....	I (1)	571.05	3,002.54
	(4)	677.16	4,126.04
	IV (1)	117.73	469.56
	(2)		494.67
	V (1)	5,616.00	7,616.00
	(2)	500.00	157,039.00
	(3)		3,450.00
Total.....		7,481.94	176,197.81
Bahamas.....	V (2)		40.00
Barbados.....	I (4)		2.00
	IV (1)		111.38
	(2)		87.00
	V (1)		1,610.00
	(2)		30.00
Total.....			1,840.38
Belgian Congo.....	V (1)		1,249.00
	(2)		30.00
Total.....			1,279.00
Belgium.....	I (1)		655.21
	(2)	1,000.00	7,561.00
	(4)	66.00	407.50
	IV (1)	25.00	93.62
	(2)		24.23
	V (1)		114,800.00
	(2)		5,518.00
	(3)		86,400.00
Total.....		1,091.00	215,459.56
Bermuda.....	IV (1)		54.25
	(2)		17.45
	V (3)		9,600.00
Total.....			9,671.70
Bolivia.....	I (1)	203.00	574.00
	(2)		7,000.00
	(4)		860.00
	IV (1)		487.39
	(2)	50.00	550.80
	V (1)		9,100.00
	(2)		3,772.20
	(3)		47,200.00
	VII (1)		922.16
Total.....		253.00	70,466.55
Brazil.....	I (1)		45.00
	(2)		86,000.00
	(4)	16.00	1,228.00
	III (1)	394,240.00	668,240.00
	IV (1)	431.38	5,364.09
	(2)		13,011.00
	V (1)		510,716.00
	(2)	30,470.00	78,085.33
	(3)	8,000.00	108,041.00
Total.....		433,157.38	1,470,730.42

Country of destination	Category	Value	
		July 1939	7 months ending July 31, 1939
British Guiana.....	IV (1)		\$108.38
	V (3)		2,500.00
	VII (2)	\$2,094.00	3,774.00
Total.....		2,094.00	6,382.38
British Honduras.....	IV (1)		129.20
	(2)		75.00
	VII (2)		172.60
Total.....			376.80
British North Borneo.....	I (1)		26.43
	(2)		28.00
	V (3)		750.00
Total.....			804.43
Bulgaria.....	IV (1)	23.00	23.00
	(2)	2.30	2.30
Total.....		25.30	25.30
Burma.....	I (1)	90.00	359.70
	(4)		135.00
	IV (1)	8.50	1,326.75
	(2)		128.46
Total.....		98.50	1,949.91
Canada.....	I (1)	3,495.84	13,501.54
	(2)		418.00
	(4)	2,942.68	11,947.93
	IV (1)	1,806.96	5,422.06
	(2)	205.55	744.77
	V (1)	47,043.88	318,696.01
	(2)	2,967.50	35,898.03
	(3)	7,925.00	44,917.79
	(4)	1.00	35,526.23
	VII (2)	16,452.00	124,913.22
Total.....		82,840.41	591,955.58
Ceylon.....	IV (1)	14.88	86.88
Chile.....	I (1)	60.00	60.00
	(4)		116.00
	IV (1)	165.75	13,140.75
	(2)		730.00
	V (1)		1,600.00
	(2)		35.00
	VII (2)		11,855.00
Total.....		225.75	27,536.75
China.....	I (2)		135,408.00
	(3)		1,490.00
	(4)		8,735.00
	III (1)		26,042.00
	IV (1)		1,760.00
	(2)		125.00
	V (1)		775,200.00
	(2)	7,948.00	115,495.00
	(3)	7,000.00	68,900.00
	VII (2)	49.88	49.88
Total.....		14,997.88	1,133,204.88
Colombia.....	I (1)	179.70	281.70
	(4)	55.33	188.33
	IV (1)	1,849.10	4,078.15
	(2)	546.00	3,890.10
	V (1)		230,636.00
	(2)	2,030.00	30,891.00
	(3)	23,120.00	120,160.00
	VII (1)		625.00
	(2)		840.00
Total.....		27,280.13	391,590.28
Costa Rica.....	I (4)		13.00
	IV (1)		2,510.65
	(2)		484.00
	V (1)		34,000.00
	(2)	436.00	3,233.00
	(3)	4,247.00	23,458.00
	VII (1)		728.00
	(2)		565.93
Total.....		4,683.00	64,992.58

Country of destination	Category	Value	
		July 1939	7 months ending July 31, 1939
Cuba.....	I (1)		\$57.00
	(4)	\$9,164.00	50,568.00
	IV (1)		6,729.35
	(2)	1,684.00	8,171.00
	VII (1)		1,759.14
	(2)		11.00
Total.....		10,848.00	67,295.49
Curaçao.....	I (4)	12.00	25.10
	IV (2)		14.49
	V (2)		60.00
	(3)		8,850.00
Total.....		12.00	8,949.59
Czechoslovakia.....	V (1)		115,500.00
	(3)		12,800.00
Total.....			128,300.00
Denmark.....	I (2)		2,750.00
	(4)		340.00
	V (1)	6,994.48	11,211.48
	(2)	196.00	2,986.00
	(3)	2,924.00	5,500.00
Total.....		10,114.48	22,787.48
Dominican Republic.....	I (1)		35.00
	(2)		100.75
	(4)		19,500.00
	IV (1)		3,499.00
	(2)		260.00
	V (2)		250.00
	(3)		11,100.00
	VII (1)		1,714.40
Total.....			36,459.15
Ecuador.....	I (4)		60.00
	(5)		128.00
	IV (1)	34.00	34.00
	(2)	2.00	245.00
Total.....		36.00	467.00
Egypt.....	IV (1)	14.88	14.88
El Salvador.....	I (4)	20.90	139.00
	IV (1)		4,324.63
	(2)	32.00	161.00
	V (2)		1,304.00
	(3)		850.00
	VII (2)		2,760.00
Total.....		52.00	9,538.63
Estonia.....	V (2)		44,180.00
	VII (1)		2.07
Total.....			44,182.07
Federated Malay States.....	I (4)		14.00
	IV (1)		59.08
	(2)		61.00
Total.....			134.08
Finland.....	I (1)	524.75	8,253.05
	(4)	602.14	6,277.42
	IV (1)		60.00
	(2)		95.67
	V (1)		14,550.00
	(2)	1,050.00	22,150.00
	(3)		111,900.00
Total.....		2,176.89	163,286.14
France.....	I (1)		83.04
	(4)		98.00
	III (1)	2,629,575.00	10,600,790.00
	(2)		660.00
	IV (2)		63.00
	V (1)	12,275.00	282,960.00
	(2)	5,045.00	406,581.14
	(3)	383,665.00	926,924.00
Total.....		3,030,560.00	12,218,117.18

Country of destination	Category	Value	
		July 1939	7 months ending July 31, 1939
French Equatorial Africa.....	I (1)	\$34.00	\$34.00
	(4)	30.00	32.00
Total.....		64.00	66.00
French Indochina.....	I (1)		67.50
	(4)		63.01
	IV (1)	2,040.00	2,091.00
	(2)	760.60	763.03
Total.....		2,800.60	2,964.54
French West Africa.....	V (2)		95.00
Germany.....	I (1)		123.70
	(4)	99.08	793.70
	IV (1)	18.00	1,038.99
	(2)	17.86	287.42
	V (3)		7,000.00
Total.....		134.94	9,243.81
Great Britain.....	I (1)	38.00	115.85
	(3)		34,585.00
	(4)	807.00	62,395.31
	III (1)	5,421,946.00	18,897,306.00
	IV (1)	45.00	716.90
	(2)	66.62	402.60
	V (1)	17,200.00	472,403.00
	(2)	108,164.00	437,823.08
	(3)	3,776.50	541,973.50
	VII (2)	142,857.00	257,374.00
Total.....		5,604,900.12	20,705,095.24
Greece.....	V.. (2)		3,500.00
	(3)		2,200.00
Total.....			5,700.00
Guatemala.....	I (4)		1,850.00
	IV (1)		28.00
	(2)	28.00	28.00
	V (2)		150.00
	(3)		7,565.00
	VII (1)		93.00
	(2)		4,588.00
Total.....		28.00	14,302.00
Haiti.....	I (4)	1,182.50	1,802.50
	IV (1)	20.00	2,380.75
	(2)	320.00	330.11
	VII (1)		30.76
	(2)		334.54
Total.....		1,522.50	4,938.66
Honduras.....	I (4)		394.38
	IV (1)	335.00	441.00
	(2)		1,505.60
	V (2)		51.00
	VII (2)		650.00
Total.....		335.00	3,041.98
Hong Kong.....	I (1)		818.40
	(4)		654.68
	IV (1)	160.70	22,608.78
	(2)		3,215.92
	V (2)		40.00
	VII (2)		1,037.86
Total.....		160.70	28,375.64
Iceland.....	I (4)	5.00	5.00
	V (3)		3,670.00
Total.....		5.00	3,675.00
India.....	I (1)	61.60	1,535.60
	(4)	274.88	3,824.02
	IV (1)	103.98	2,174.18
	(2)		45.30
	V (1)	2,500.00	13,180.00
	(2)	400.00	1,905.00
	(3)		2,500.00
	VI (2)		334.00
Total.....		3,340.46	25,498.10

Country of destination	Category	Value	
		July 1939	7 months ending July 31, 1939
Iraq.....	IV (1)	\$66.30	\$796.11
	(2)	4.80	126.80
	V (1)		40,000.00
	(2)		100.00
Total.....		71.10	41,022.91
Ireland.....	I (3)		26,500.00
	(4)		4,958.00
	V (1)		210,000.00
	(2)		4,300.00
	(3)		29,298.00
Total.....			275,056.00
Italy.....	V (2)		26,740.00
	(3)		13,900.00
Total.....			40,640.00
Jamaica.....	I (4)	11.52	62.44
	IV (1)	262.83	2,047.84
	(2)	55.27	438.17
Total.....		329.62	2,548.45
Japan.....	IV (1)		6,380.00
	V (1)	32,000.00	32,000.00
	(2)		235,110.00
Total.....		32,000.00	273,490.00
Kenya.....	I (1)	69.00	861.20
	(4)	17.00	377.35
	IV (1)		173.20
	(2)	35.00	124.36
	V (1)	2,300.00	2,300.00
Total.....		2,421.00	3,836.11
Leeward Islands.....	VII (2)		864.00
Liberia.....	I (1)		30.80
	(4)		11.03
Total.....			41.83
Macau.....	I (1)		567.75
	(2)		3,576.00
	(4)		516.00
Total.....			4,659.75
Mauritius.....	I (1)		216.00
	(4)		123.66
Total.....			339.66
Mexico.....	I (1)		765.94
	(2)		175.00
	(4)		9,330.00
	III (1)		935,600.00
	IV (1)		18,183.89
	(2)		16,660.00
	V (1)	37,000.00	301,550.00
	(2)	54.00	324,731.00
	(3)		870,746.00
	VII (1)	1,714.50	6,940.00
	(2)	121.21	23,166.08
Total.....		38,889.71	2,507,847.91
Morocco.....	I (4)		9.00
Mozambique.....	I (1)		30.40
	(4)		111.67
	V (2)		1,000.00
Total.....			1,142.07
Netherlands.....	III (2)	449.00	449.00
	IV (1)		45.00
	V (1)	239,015.00	591,515.00
	(2)	16,699.00	198,681.67
	(3)	177,636.00	598,760.00
	VII (2)	27,869.00	46,419.00
Total.....		461,668.00	1,435,849.67

Country of destination	Category	Value	
		July 1939	7 months ending July 31, 1939
Netherlands Indies.....	I (1)		\$65.25
	(2)		45,645.00
	(4)	\$82.00	265.37
	(5)	4,000.00	495,550.00
	III (1)		4,866,313.00
	(2)		21,026.80
	IV (1)	167.00	39,662.30
	(2)	13.00	294.00
	V (1)		13,000.00
	(2)	1,024.00	39,638.10
	(3)		35,000.00
	VII (1)		10.00
Total.....		5,286.00	5,556,469.82
New Caledonia.....	I (1)		440.20
	(4)		501.24
	V (3)		14,000.00
Total.....			14,941.44
Newfoundland.....	I (1)	273.87	493.87
	(4)	22.09	121.47
	IV (2)	69.46	126.03
	V (2)		2,740.00
	(3)	14,500.00	14,500.00
Total.....		14,865.42	17,981.37
New Guinea, Territory of.....	I (1)		17.00
	(4)		44.56
	IV (2)		63.00
	V (2)	6,014.00	7,814.00
	(3)		42,500.00
Total.....		6,014.00	50,438.56
New Hebrides.....	I (4)	116.10	116.10
New Zealand.....	I (1)		466.61
	(4)		437.63
	IV (2)	5.00	106.58
	V (1)		4,500.00
	(2)	2,997.00	12,752.00
	(3)	14,000.00	19,300.00
	VII (1)		5,578.00
	(2)		4,262.00
Total.....		17,002.00	47,402.82
Nicaragua.....	I (2)		1,600.00
	(4)		1,345.00
	III (1)		20,906.00
	IV (1)		427.00
	(2)		2,059.70
	V (2)		30.00
	VII (2)		879.50
Total.....			27,247.20
Northern Ireland.....	IV (1)		48.00
	(2)		3.57
	VII (1)		5.76
Total.....			57.33
Norway.....	I (1)	34.00	480.40
	(4)	54.00	168.74
	IV (1)		30.00
	(2)		2.03
	V (2)		3,476.87
	(3)	1,582.00	3,832.00
	VII (2)		2,471.00
Total.....		1,670.00	10,461.04
Palestine.....	V (1)		3,052.00
	(2)		72.00
	(3)		404.00
Total.....			3,528.00
Panama.....	IV (1)		56.38
	(2)	458.00	465.00
	V (1)		4,100.00
	(2)		800.00
	(4)	1,486.00	1,486.00

Country of destination	Category	Value	
		July 1939	7 months ending July 31, 1939
Panama—Continued.	VII (1)		\$2,188.00
	(2)		728.00
Total		\$1,944.00	9,823.38
Paraguay	IV (1)	8.00	8.00
Peru	I (1)		45.00
	(2)		37,000.00
	(4)		955.36
	III (1)		1,019,175.00
	(2)	10,038.00	10,678.40
	IV (1)		208.50
	(2)		351.00
	V (1)	5,000.00	9,085.00
	(2)		89,344.60
	(3)		48,072.00
	VII (1)	150.00	150.00
	(2)	1,667.00	28,810.00
Total		16,855.00	1,243,874.86
Pitcairn Island	I (4)	4.97	7.47
Poland	I (1)	75.70	118.70
	(4)	26.48	167.48
	IV (1)	245.65	1,056.55
	(2)	48.81	111.39
	V (1)		257,705.00
Total		396.64	259,150.12
Portugal	IV (1)		317.00
	V (1)		7,885.00
	(2)	3,000.00	6,280.00
	(3)		28,000.00
Total		3,000.00	42,482.00
Rumania	I V (5)		835,000.00
	(2)		3,970.00
	(3)		26,190.00
Total			865,160.00
Southern Rhodesia	I (1)		500.37
	(4)	30.00	248.70
	IV (1)	40.00	40.00
	V (1)		1,900.00
Total		70.00	2,689.07
Straits Settlements	I (1)	39.00	39.00
	(4)	62.00	72.63
	IV (1)		210.80
	(2)	8.00	34.76
Total		109.00	357.19
Sweden	I V (4)		566.77
	(1)	2,000.00	2,000.00
	(2)	41,776.00	68,115.44
	(3)		3,400.00
Total		43,776.00	74,082.21
Switzerland	I (1)		62.90
	IV (1)	270.50	634.75
	V (1)	6,482.00	126,982.00
	(2)		4,544.00
	(3)		20,200.00
Total		6,752.50	152,423.65
Syria	IV (2)		19.00
Thailand (Siam)	I (1)		23.58
	IV (1)	3,941.36	17,994.84
	(2)		31.00
	V (2)	12,674.61	53,563.61
	(3)	2,850.00	271,960.00
Total		19,465.97	343,573.03

Country of destination	Category	Value	
		July 1939	7 months ending July 31, 1939
Trinidad	I (4)		\$1.08
	IV (1)		79.50
	V (2)		1,051.50
	(3)	\$3,000.00	10,000.00
Total		3,000.00	11,132.08
Turkey	IV (1)		170.34
	(2)		5.25
	V (2)	10,171.00	68,651.00
Total		10,171.00	68,826.59
Turks and Caicos Islands	IV (1)		18.70
	(2)		.80
Total			19.50
Union of South Africa	I (1)	189.20	1,031.07
	(4)	255.75	1,622.06
	IV (1)	96.00	2,022.23
	(2)	18.00	326.24
	V (1)	10,988.00	42,365.00
	(2)	640.00	10,219.57
	(3)	3,600.00	3,765.00
Total		15,786.95	61,351.17
Union of Soviet Socialist Republics	V (1)		845,966.00
	(2)	30.00	65,705.78
	(3)		146,408.00
Total		30.00	1,058,079.78
Uruguay	V (2)		160.00
Venezuela	I (1)		40.00
	(2)		41.00
	(4)		57.00
	IV (1)	584.94	18,870.77
	(2)	88.31	1,216.81
	V (1)	16,222.00	16,222.00
	(2)	4,760.00	16,417.00
	(3)		104,136.50
	VII (1)	331.95	3,742.93
	(2)	3,960.00	6,060.00
Total		25,947.20	166,804.01
Windward Islands	IV (1)		48.00
Yugoslavia	V (1)		182,036.00
	(2)	6,756.00	11,763.00
	(3)	1,906.00	1,906.00
Total		8,662.00	195,705.00
Grand total		10,114,366.92	53,366,488.87

ARMS IMPORT LICENSES ISSUED

The table printed below indicates the character, value, and countries of origin of the arms, ammunition, and implements of war licensed for import by the Secretary of State during the month of July 1939:

Country of origin	Category	Value	Total
Denmark	I (4)	\$1.00	\$1.00
France	VII (1)	749.76	749.76
Great Britain	V (2)	3,000.00	3,000.00

Country of origin	Category	Value	Total
Mexico.....	V (1)	\$4,500.00	\$4,500.00
Netherlands.....	I (4)	195.00	195.00
Nicaragua.....	V (2)	75.00	75.00
Turkey.....	I (4)	830.00	1,278.00
		448.00	
Total.....			9,798.76

During the month of July, 8 arms import licenses were issued, making a total of 116 such licenses issued during the current year.

CATEGORIES OF ARMS, AMMUNITION, AND IMPLEMENTS OF WAR

The categories of arms, ammunition, and implements of war in the appropriate columns of the tables printed above are the categories into which those articles were divided in the President's proclamation of May 1, 1937, enumerating the articles which would be considered as arms, ammunition, and implements of war for the purposes of section 5 of the joint resolution of May 1, 1937 [see pages 74-76 of the *Bulletin* of July 22, 1939 (Vol. 1, No. 4)].

SPECIAL STATISTICS IN REGARD TO ARMS EXPORTS TO CUBA

In compliance with Article II of the convention between the United States and Cuba to suppress smuggling, signed at Habana, March 11, 1926, which reads in part as follows:

"The High Contracting Parties agree that clearance of shipments of merchandise by water, air, or land, from any of the ports of either country to a port of entry of the other country, shall be denied when such shipment comprises articles the importation of which is prohibited or restricted in the country to which such shipment is destined, unless in this last case there has been a compliance with the requisites demanded by the laws of both countries."

and in compliance with the laws of Cuba which restrict the importation of arms, ammunition, and implements of war of all kinds by requiring an import permit for each shipment, export licenses for shipments of arms, ammunition, and implements of war to Cuba

are required for the articles enumerated below in addition to the articles enumerated in the President's proclamation of May 1, 1937:

(1) Arms and small arms using ammunition of caliber .22 or less, other than those classed as toys.

(2) Spare parts of arms and small arms of all kinds and calibers, other than those classed as toys, and of guns and machine guns.

(3) Ammunition for the arms and small arms under (1) above.

(4) Sabers, swords, and military machetes with cross-guard hilts.

(5) Explosives as follows: explosive powders of all kinds for all purposes; nitrocellulose having a nitrogen content of 12 percent or less; diphenylamine; dynamite of all kinds; nitroglycerine; alkaline nitrates (ammonium, potassium, and sodium nitrate); nitric acid; nitrobenzene (essence or oil of mirbane); sulphur; sulphuric acid; chlorate of potash; and acetones.

(6) Tear gas ($C_6H_5COCH_2Cl$) and other similar nontoxic gases and apparatus designed for the storage or projection of such gases.

The table printed below indicates, in respect to licenses authorizing the exportation to Cuba of the articles and commodities listed in the preceding paragraph issued by the Secretary of State during July 1939, the number of licenses and the value of the articles and commodities described in the licenses:

Number of licenses	Section	Value	Total
20.....	(1)	\$850.50	\$22,458.69
	(2)	6.00	
	(3)	2,888.00	
	(5)	18,714.19	

The table printed below indicates the value of the articles and commodities listed above exported to Cuba during July 1939 under licenses issued by the Secretary of State:

Section	Value	Total
(1).....	\$342.00	\$15,126.00
(3).....	7,986.00	
(5).....	6,798.00	

TIN-PLATE SCRAP

The table printed below indicates the number of licenses issued during the year 1939,

up to and including the month of July, authorizing the export of tin-plate scrap under the provisions of the act approved February 15, 1936, together with the number of tons authorized to be exported and the value thereof:

Country of destination	July 1939		7 months ending July 31, 1939	
	Quantity in long tons	Total value	Quantity in long tons	Total value
Japan.....	2,605	\$48,789.27	7,357	\$136,732.52

During the month of July, 26 tin-plate scrap licenses were issued, making a total of 113 such licenses issued during the current year.

HELIUM

The table printed below gives the essential information in regard to the licenses issued during the month of July 1939 authorizing the exportation of helium gas under the provisions of the act approved on September 1, 1937, and the regulations issued pursuant thereto:

Applicant for license	Purchaser in foreign country	Country of destination	Quantity in cubic feet	Total value
The Ohio Chemical & Mfg. Co.	Physikalisches Institut der Eidg. Technischen Hochschule.	Switzerland.	3.8	\$2.00
The France Manufacturing Co.	Decker and Wiggorsky Ltd.	Chile.....	0.140	36.00
The Ohio Chemical & Mfg. Co.	Oxygen Co. of Canada, Ltd.	Canada....	784	32.60
Total.....				70.60

Publications

DEPARTMENT OF STATE

Foreign Consular Offices in the United States, July 1, 1939. Publication 1355. iv, 59 pp. 15¢.

Passports for American Citizens in Foreign Countries. (Revised to May 8, 1939.) Passport Series 1. Publication 1358. 6 pp. Free.

U. S. GOVERNMENT PRINTING OFFICE: 1939

For sale by the Superintendent of Documents, Washington, D. C.—Price 10 cents - - - - Subscription price, \$2.75 a year

PUBLISHED WITH THE APPROVAL OF THE DIRECTOR OF THE BUREAU OF THE BUDGET

